

## NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,  
PROPRIETOR.

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VOLUME XL.....NO. 79

## AMUSEMENTS THIS AFTERNOON AND EVENING.

ACADEMY OF MUSIC.  
Fourteenth street—PHILHARMONIC CONCERT, at 8 P. M.; closes at 11 P. M.

GERMANIA THEATRE.  
Fourteenth street—GRIFFIN OPERA, at 8 P. M.; closes at 10:45 P. M. Miss Lina Mayr. Matinee at 2 P. M.

NIRLO.  
Broadway—BURY O'CONNOR, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

TONY PASTOR'S OPERA HOUSE.  
No. 201 Bowery—VARIETY, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

FIFTH AVENUE THEATRE.  
Twenty-eighth street and Broadway—THE BIG RIG, at 8 P. M.; closes at 10:45 P. M. Mr. Fisher, Mr. Lewis, Miss Davidson, Mrs. Gilbert. Matinee at 2 P. M.

LYCEUM THEATRE.  
Fourth street, near Sixth avenue—LUCREZIA BORGIA, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

PARK THEATRE.  
Broadway—FRANCIS BOND—HITOPPOLO, at 8 P. M.; closes at 10:45 P. M. Miss Coraiee Geoffrey. Matinee at 2 P. M.

GRAND CENTRAL THEATRE.  
No. 55 Broadway—VARIETY, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

BOOTH'S THEATRE.  
Corner of Twenty-third street and Sixth avenue—HENRY IV, at 8 P. M.; closes at 11 P. M. Mr. Signold. Matinee at 2 P. M.

SAN FRANCISCO MINSTRELS.  
Broadway—Corner of Twenty-ninth street—NEGRO MINSTRELS, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

TIVOLI THEATRE.  
Eight street, between Second and Third avenues—FIFTH STREET, at 8 P. M.; closes at 12 P. M.

WALLACE'S THEATRE.  
Broadway—THE SHAUGHRAUN, at 8 P. M.; closes at 10:45 P. M. Mr. Boucicault. Matinee at 2 P. M.

COLOSSEUM.  
Broadway and Third Avenue—PARIS BY NIGHT, two exhibitions daily, at 7 and 8 P. M.

MRS. CONWAY'S BROOKLYN THEATRE.  
Brooklyn—MADRETH, at 8 P. M.; closes at 10:45 P. M. Mrs. Hackett and Mr. Vandenhoff.

WOODS' MUSEUM.  
Broadway, corner Third street—MONTE CRISTO and SAN-AN-OU, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

OLYMPIC THEATRE.  
No. 234 Broadway—VARIETY, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

ROBINSON HALL.  
Sixteenth street and Broadway—CALLEDEN'S VIRGINIA MINSTRELS, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

THEATRE COMIQUE.  
No. 34 Broadway—VARIETY, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

METROPOLITAN MUSEUM OF ART.  
West Fourteenth street—Open from 10 A. M. to 5 P. M.

ROMAN HYPODROME.  
Fourth avenue and Twenty-seventh street—CIRCUS, TROTTERING AND MESSAGE, afternoon and evening, at 7 and 8 P. M.

BROOKLYN PARK THEATRE.  
Twentieth avenue—VARIETY, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

RYAN'S OPERA HOUSE.  
West Twenty-third street, near Sixth avenue—NEGRO MINSTRELS, at 8 P. M.; closes at 10:45 P. M. Dan Bryant. Matinee at 2 P. M.

THE PARK HOSPITAL has been condemned by the Superintendent of Buildings. Hospitals are meant to cure, not to kill, and prompt action should be taken upon Mr. Adams' practical and timely advice.

THE STRUGGLE between the English government and John Mitchell is, we are sorry to say, likely to be ended by death. His life is despaired of. How much better had the government been great enough to have ended it by an act of clemency and justice!

THE BRESCHER CASE.—The interesting feature of the Brooklyn trial yesterday was the appearance of Bessie Turner as a witness for the defence, and the young lady "talked and talked and talked," and testified to the important facts that Mr. Tilton disliked bad grammar in family conversations and was not fond of dried up beefsteaks, but was unfortunately too fond of Bessie.

THE REPUBLICAN SENATORS have at last arranged their little difficulties and determined in caucus to recognize the Kellogg government in Louisiana. A resolution to this effect is expected to be passed, notwithstanding the reluctance which many members of the party have to confirm a government which has proved its own inability to stand alone.

THE NEW CARDINAL.—A special cable despatch to the Herald from Rome informs us that Mr. Bonetti, the ablegate, and Count Marcolli, commissioned by the Pope to bring to New York the *beretta* and the formal notification of the cardinalate conferred upon Archbishop McCloskey, left Rome last night for America. Father Hecker, the well known Paulist, of this city, gave a dinner yesterday in Rome to the departing Papal couriers in honor of the event.

## Governor Tilden's Message on the Canals.

There is one subject on which Governor Tilden is, perhaps, better informed than any other man in the State, or, indeed, in the whole country, and that is the subject of artificial channels of transportation. It is a subject upon which, important as it is, but one American statesman has ever succeeded in building up a distinguished reputation; for Fulton was not a statesman, but belonged to the class of inventors, and what he gave to the world was the means of navigating more swiftly and cheaply the great liquid highways created by the hand of Nature. It is artificial highways of commerce of which we are speaking, and in this great field of effort and enterprise there has been but one American statesman who has acquired a splendid and lasting fame, and even his laurels would have been unattainable had he lived half a century later. We, of course, refer to De Witt Clinton, who is chiefly remembered for his activity in securing the construction of the Erie Canal. This was before railroads were even imagined as possible, and when all the greater movements of commerce floated upon water. De Witt Clinton had the sagacity to appreciate and utilize the immense advantage which was put in the grasp of New York by a fact in physical geography. The long mountain range which runs parallel to the coast, forming a watershed sloping on one side toward the Atlantic and on the other side toward the Mississippi, and interposing a barrier to water communication between the West and the East, is divided to its base in the Highlands of New York for the passage of the Hudson; and above the Highlands, at the entrance of the Mohawk, there is a stretch of almost level country westward to Lake Erie, one of the cluster of great fresh water seas which are the most marked features of the geography of the Continent. An artificial waterway connecting the Hudson with Lake Erie was a truly majestic conception worthy of a great mind. Had the invention of railroads been postponed for a century beyond that period, instead of ten or twenty years, the importance of the Erie Canal would have incalculably surpassed the actual realization, great as that has been.

It has certainly been very great. Philadelphia, which was a larger and more important city than New York up to the completion of the Erie Canal, immediately began to fall behind, and within ten years the commercial supremacy of this city was established on a basis too firm to be ever shaken. A prodigious impulse was at once given to the settlement of the West, and the prosperous communities which rapidly grew up on the fertile southern shores of the great lakes sent all their products to market through the Erie Canal, and the city of New York had a monopoly of the business of the great rising West. When railroads were constructed across the Alleghenies, with termini in other Eastern cities, a portion of the Western traffic was diverted from New York, which, however, has continued to hold the lion's share in consequence of the greater cheapness of water transportation.

But if railroads have prevented the entire concentration of Western business at this port, which would otherwise have resulted from the Erie Canal, they have brought a compensating advantage in another respect. So long as goods could be conveyed from the seaboard to the interior only on wagon roads the importing business from foreign countries was distributed along the whole line of Atlantic seaports in proportion to the extent of back country whose trade they supplied. It would have been wastefully absurd for the country dealers of Pennsylvania or Massachusetts to have purchased imported goods in New York and have incurred the expense of transporting them by horse teams. But as soon as a net of railways connected New York with all parts of the country foreign importations began to concentrate in this city, and here the bulk of the importing business will always remain. We not only import for the West, as we should always have done if there had never been a railroad, but also for the whole long line of the Atlantic slope, which we could never have done if goods had continued to be distributed over slow and expensive wagon roads.

In spite of the creation of railroads our strongest hold on the trade of the West still consists in the cheap water communication which we enjoy through the Erie Canal, an advantage which can never be shared by any of our rivals except the Canadian cities on the St. Lawrence, which are subject to a blockade of ice for half the year, while our harbor is always open. When we once get steam on the Erie Canal, keep the canal in a uniformly good condition and charge a very low rate of tolls, we shall have no reason to fear the Canadian competition, and no other water communication is possible between the West and the ocean except by a roundabout course through the Mississippi and the Gulf of Mexico. The commercial supremacy of New York is therefore very secure if we make the most of our unrivalled advantages for cheap transportation.

Unfortunately, our State Legislature has been squandering this great advantage for a period of forty years—that is, from the time when it became necessary to enlarge the original canal. A host of selfish local interests then sprung up, which refused their consent to the enlargement unless the State would construct a multitude of branches extending through almost every considerable valley between Albany and Buffalo. The combination between these local interests was strong enough to arrest the enlargement of the Central Canal, which was at last accomplished only by scandalous log-rolling legislation that saddled the expense of the worthless lateral canals upon the main work, thereby doubling the cost of the enlargement. Had these worthless appendages been discarded the canal debt of the State would have been paid many years ago, and the tolls on the Erie Canal have been reduced to the merely nominal rates which would have sufficed for working expenses and ordinary repairs. The railroads which have been built on lines parallel to the branch canals have rendered them so utterly worthless that the recent amendments to the State constitution authorize their sale or any other mode of disposing of them which will rid the State of the burden of their maintenance. This constitutional provision would of itself introduce a new era in our canal management, even if there were not strong

## reasons for a change of policy resting on other grounds.

We cannot withhold from Governor Tilden the just praise of sagacity in discerning the full importance of this crisis in our canal policy. He recommends that no further expense be wasted on the worthless lateral canals for keeping them in repair. But he does not stop here. He proposes to give the whole system of canal management a thorough overhauling, which no intelligent man can doubt that it greatly needs. The canal interest is altogether the most important of any which is placed under the supervision of the State government, and it is the one which, above all others, concerns the welfare and prosperity of this city, which is so vitally interested in cheap communication with the West.

This Message, in its animus and intent, is a vigorous attack on what is known as the Canal Ring, the most powerful and, since the fall of Tweed, the most corrupt combination in the State. It is of much older standing than the Tweed Ring, which was a mushroom growth, and its opportunities of plunder are greater in proportion as the amount of money spent on the canals is greater than the expenditures on the Harlem Bridge and the new Court House, which were the pet jobs of the city Ring. We rejoice that Governor Tilden has taken this business in hand, although there is reason to fear that the potent influence of the Canal Ring in the Legislature may thwart him. When his Message had been read in the Assembly yesterday a motion was made to lay it on the table, which was a mark of disrespect. In a confused and voice vote the Speaker declared that the yeas had carried it, in manifest contradiction to the preponderance of voices; but a count was called for, which put the Speaker and his Canal Ring adherents to shame. But this treatment of the Message is nevertheless an indication of the vigorous opposition which the Governor's recommendations will encounter in the Legislature. There will be an animated contest, and it is the duty of every honest citizen to give his moral support to the Governor.

The Canal Ring, as the Governor shows in his Message, is a corrupt conspiracy, which doubles, trebles, and sometimes quadruples, the expense of all work done on the canals by crafty and deceitful bids and other dishonest artifices for swindling the State treasury out of money which goes into their own pockets. The money thus dishonestly squandered is one of the main obstacles to cheap transportation, in which the State, and especially the city, has so deep an interest. The Governor's policy is given in detail in his Message, an instructive document, to which we refer our readers. Having shot this bomb into the camp of the Canal Ring, he cannot avoid a fierce contest, and it will be a great feather in his cap if he comes off victor. He deserves and will receive the support and good wishes of all the honest men of the State in this attempt to cut up old and deeply rooted abuses which have long been the most formidable obstruction to cheap freights during the season of navigation.

## General Butler on the Civil Rights Bill.

The letter of General Butler to Mr. Robert Harlan, of Cincinnati, which we give to the public to-day, is, like everything that the celebrated statesman says, clear and to the point. It is a candid exposition of the Civil Rights bill by one of its strongest supporters, and is important as a definition of the real purpose and scope of that much abused and generally misunderstood measure. The law passed by Congress does no more, in General Butler's opinion, than to confirm the rights already possessed by the colored man at common law, but denied to him because of the prejudices existing against his race. He shows that the rights of colored citizens are not increased by the act of Congress, but that it has simply given them greater power to enforce them when they are denied. Special penalties are affixed to the violation of common rights, and United States courts are clothed with the authority to compel obedience to the common law.

But the enactment does not confer upon the colored man the right to interfere with any business which is private in its nature, so far as the person engaged in it has the option of selling or refusing his goods or his labor to applicants. As we cannot compel a merchant to sell wheat or wool when he prefers to keep his merchandise, so we cannot compel a boarding-house keeper to take unwelcome boarders, nor a barber to shave people he does not wish to shave, nor a tavern keeper to sell drinks to unprofitable customers. What General Butler says upon this latter point is perhaps a little too severe in its morality, but an excess of that kind can easily be pardoned in one who is inexperienced in ethical teachings. His letter has the great value that it explains the limited scope of the Civil Rights act to the race which is in danger of misunderstanding it, and his advice to colored men not to attempt to use the new law as a pretence to interfere with the private business of private parties is so sensible that we trust it will be generally heeded.

THE EXECUTIONS YESTERDAY.—A man who resembled the traditional bandit of the novel and the stage more than he did the ordinary American criminal was hanged yesterday in San José, to the general relief of the community he had so long plundered and menaced. This was Tiburcio Vasquez, a robber and murderer of the ancient type, who was to California what Fra Diavolo was to Italy, who, it is said, certainly killed eight persons, and probably killed many others, and whose robberies it would be difficult to record. He was the terror of Southern California, and was leagued with other desperate men as wicked but not as intelligent as himself. Of his crimes and the long war he waged with society we give an interesting description elsewhere, with a special account of his execution. He died bravely, as such men generally do, and professed his innocence of murder to the last, although the evidence of his guilt is convincing. We also give a report of the execution of Fouks, the murderer of the Herndon family.

THE GOVERNMENT has already taken the preliminary steps for modifying the treaty with the Sioux Indians in regard to the Black Hills. That country should be opened to civilization, but not by injustice to the Indians.

## The Gold Speculation in Wall Street.

The price of gold is carried up by the manipulations of a clique of speculators taking advantage of an accidental condition of the market. Nothing is more certain than that it cannot be maintained for any length of time. It is like a speculation in grain during the brief interval between the assured certainty of a great crop and the ability to harvest it, thence it and bring it to market. Within the ensuing three or four months the American market will be flooded with gold. The Treasury will pay out at least forty millions more than it will collect for duties. Thirty clear millions will be paid for the called bonds before the 1st of June, and the May interest and the July interest on the national debt will make a large addition to the gold supply.

This certainty of a redundant supply of gold within the next few months is one of the chief elements of which the clique of tricksters avail themselves for carrying up the price. It is a guarantee that no gold will be imported from foreign countries to check their speculation. An excessive premium will not induce foreigners to send gold to this market in face of the certainty that thirty or forty millions are soon to be poured out of the national Treasury. Before the gold could cross the ocean the price might be broken by payments of the called bonds.

The gold market is temporarily in a state of great uncertainty, because nobody can calculate when the called bonds will be presented for payment. The Treasury offers to pay them at any time, with the accrued interest; but it is impossible to foresee what proportion of them may be offered before the expiration of the three months. Foreigners are as ignorant on this point as we are, and their ignorance, which forbids them to send gold to this market, however tempting the price, is the main security of our clique of speculators. Having nothing to fear from importations of gold when they carry up the price, they can proceed with boldness and safety until the called bonds begin to be presented to the Treasury for payment. As soon as this process begins the speculation will explode and collapse, and the clique will hasten the crisis if they carry the premium much higher than it is at present, which would induce the holders of called bonds to get their gold at once in order to profit by the extravagant price. But, although the present speculation will necessarily be a short-lived affair, it works a great deal of mischief while it lasts. Merchants whose importations for the spring trade are just arriving, or who wish to take goods out of bond for spring sale and must have gold to pay the duties, are seriously injured. The speculators are obstructing the revival of trade, and we hope they may be soon broken down by large presentations of the called bonds for payment.

## Another Big Bonanza.

The English journals have brought us the report of an extraordinary case which has just been decided in the London courts, Lord Chief Justice Cockburn on the bench. The story is that in 1871 a person named Longbottom arrived in London from Canada, claiming to possess certain oil wells in a place called Petrolia, in the province of Ontario. He had documents, supported by the seal of the British Consul at Buffalo, averring that these wells yielded five hundred barrels of oil a day, and that the profit upon them was equal to about five hundred thousand dollars a year. He offered this property to various city bankers, but they declined it. He called on Mr. Albert Grant, to whose genius we owe much of the success of the Emma Mine; but that gentleman, although not having the best reputation for financial impartiality, also refused to accept it. He then induced a Mr. Mowatt, chairman of a financial company, to purchase his property for about one hundred and twenty-five thousand dollars cash and three hundred and seventy-five thousand dollars "in bills." This property was then formed into a company, called the Canada Oil Works Corporation, and the capital stock was two million two hundred thousand dollars, being, at a very moderate estimate, at least thirty times the highest value of the property, and certainly about five times the amount for which it had been offered for sale in America. A board of directors was formed, and five gentlemen—among them Sir John Hay, Sir Seymour Blane and Mr. McCulloch Torrens—were placed upon the direction. An agent was sent out to look at the wells. He was shown several tanks full of oil, and, being of a credulous turn of mind, and believing that because he saw oil was in the tanks it must certainly be in the earth, telegraphed back that he was "thoroughly satisfied." So the company was formed, the shares were sold, Longbottom and his colleagues disappeared with the money, and it was soon found that the whole thing was a bubble. One of the shareholders brought suit against the directors, claiming that fraud had been shown in the issue of shares. The Lord Chief Justice ruled that unless direct bad faith could be shown on the part of the directors it was impossible, under the English law, to convict them of fraud. Notwithstanding this ruling the jury disagreed, and the practical effect of this disagreement is that the directors, notwithstanding their rank and social position, who gave their names to a swindling corporation without due scrutiny, are marked men in England.

The facility with which the English public were induced to buy these shares, without taking the most ordinary steps to inquire into their value, shows that financial people generally are a good deal like the buffalo. They herd together and skim over the plains and follow their leader, even if he takes them to a precipice. It is only a repetition of the Big Bonanza speculation in Nevada, which culminated the other day in enriching the few and impoverishing the many. It only illustrates the character of many of the shares in Wall street. If we look down the history of the stocks which are favorites to-day and of the others which have been favorites in times past, we find that thousands of shares of a rotten steamship company, or a robbed railroad company, or a company mortgaged four or five times beyond its value, could be sold to greedy operators, while honest, wholesome investments would be overlooked. The Big Bonanza fever, we fear, is as much an endemic in our financial circles as the ague is in the outlying marshy districts. But the prudent plan is for all prudent business men to avoid alluring stocks

## which have no value except as means for enabling desperate gambling speculators to become rich with the money of other people.

## The English University Race—The International Contests at the Centennial.

At one o'clock this day, London time, Oxford and Cambridge will make a thirty-second trial of their skill and stay at the oar, and over the usual four mile and three furlong course from Putney to Mortlake. For five successive years Cambridge has not been beaten, and, even should she be to-day, it would only again render her a victor as many times as her rival, the score now standing sixteen for her against fifteen for Oxford. There is promise, too, of a closer struggle than last year, and we hear of no such long odds as the five to two then offered on Cambridge. Both crews retain their old strokes, and Mr. Way, of Cambridge, has been much praised for his work, promising, should his team win to-day, to take a place among the famous stroke oarsmen, such as Darbishire and Brown, of Oxford, and Goldie, of his own university. Of the sixteen rowers three in each boat, we believe, have rowed in former inter-university races, one of the three in the Cambridge party (Mr. J. E. Peabody, of First Trinity) being also an American. Though every year brings its new force of graduate oars, who are able and willing to coach, the time made in these races of late years has not been better than occasional former records, which, after making large allowance for all uncertainties of weather and tide, would still render it doubtful whether the only right way to row was not really found and practised long ago. Nor do the famous sliding seats seem to make such a marked impression on the time after all. The style aimed at in both boats is probably more like that which Captain Cook learned and taught his Yale men so well last summer than that of any other crew then at Saratoga or in this country. In 1866 Sir Charles Dilke showed it to the Harvard men on the Charles, and they laughed at it as egregiously stiff and formal. Three years later, on the Thames, they were beaten by it, and even then four years more passed before it was seen on our waters. Yale, Harvard and Columbia all had something much like it in 1874, and, doubtless, in the contest now less than four months off, many of the eleven other crews will believe in it.

Those, however, who do nothing but stick to the old plan, with its five or six more strokes a minute, seem in a fair way to bring their favorite theory to a practical and most excellent test. Thanks to the enterprise of the Schuylkill Navy, its Commodore, Mr. Ferguson, visited last summer the principal amateur oarsmen of Europe to invite them to come and take part in the races on the Schuylkill next year in connection with the Centennial Exhibition, and brought back the gratifying word that no less than nine English clubs, among them, too, the amateur champion oarsmen, probably, of the world, the justly famous London Rowing Club, besides such well known organizations as the Kingston Rowing Club and the Royal Chester, of Liverpool, and last, but far from least, the renowned Gesling crew, of Paris, would be on hand on the Schuylkill to try conclusions with all who would be there to meet them. Such a meeting has long been hoped for, but never yet been brought about, and there is hardly a young man in the country with any claim to healthy views and feelings who would not keenly enjoy witnessing this which promises thus to be a great international struggle. And the time falls most opportunely, for the Fourth of July comes but ten days or so before the great race at Saratoga, thus giving the strangers ample opportunity to row at Philadelphia on the former date and be ready on the day after the University race to row the winner and whatever other crews dare to try. The time is really not far off, and as an opportunity of meeting so many distinguished foreign oarsmen on our waters will probably never come again in the lifetime of any man now young not a moment should be lost nor a stone left unturned toward having our side represented in that contest as we would like to be.

Moreover, as the gentlemen of the Schuylkill Navy have doubtless already seen, it will afford an admirable opportunity for introducing a feature thus far unknown among our oarsmen—namely, a graduate's race. In this city alone, what with such good men as Bacon, of Yale; Cornell and Rapallo, of the winning Columbian team of last year; Eustis, of Wesleyan; Gunster, of Williams, and Eldred, of the "Aggies," a four could be quickly put together which it would be very hard to beat; while the ground would then exist for inviting not only the Oxford and Cambridge crews of that year, but doubtless faster rowers than either—to wit, their own graduates. Any rowing man can see in a minute what a field there is here for glorious sport if the opportunity is only promptly seized and improved.

Again, besides such good men as the Beaverwicks of Albany and their many rivals of last August, there is in this city abundant material for a brilliant showing among amateurs not college men, Mr. Wood, the gymnast, could quickly select a four from among the best men physically of his acquaintance who could hardly fail to give a good account of themselves a year from now if properly coached and trained meanwhile, no matter who should back up to the line beside them. But, as we have said, there is no time to be lost, and with the example of faithful work now being set them by the eighty-four men who all mean to give a good account of themselves on the morning of July 14 on Saratoga Lake, we have little fear that our amateur oarsmen have the enterprise and pluck which are characteristic of the nation.

THE HAVANA VOLUNTEERS have no desire to go to the front, and Count Valmaseda wants twenty-five thousand more men from Spain.

THE PROPOSED MERGING OF THE CATHOLIC PAROCHIAL SCHOOLS with the public schools of the city is a matter of grave public importance. The Board of Education yesterday appointed a committee to confer with the clerical authorities, and we print the opinions of several of the Commissioners and the Superintendent of the Public Schools upon the subject. The appended views of our correspondents in reference to Father Walker's sermon will be found interesting.

DESPITE THE FORCE and disastrous effect of the recent freshets in the Delaware and Susquehanna rivers the danger of further misfortune to the people living near their banks is far from having passed away. In other columns accounts will be found of the flooding of Port Deposit, Bainbridge and Marietta yesterday. Ice gorges have formed along the full length of the streams which, when a warmer temperature shall exist, will inevitably give way and it is feared will deal dire destruction on either hand than we have yet recorded. The weather prophecies which we give this morning, from the usual official source, strengthen and add an alarming reality to this view, and it can only be hoped that precaution, actuated by experience and premonition, will secure at least the immunity of human life from the further ravages of the freshets.

THE TALKED-OF STRIKE on the Third Avenue road has not taken place, which is good news for the public who use that important line. It would be too bad if, after we have just got rid of the snow blockade, the cars should be stopped by the drivers. The question of pay is, unfortunately for the poor men, one that "soulless corporations" view only from the side of labor supply and demand.

A CORRESPONDENT calls attention to the fact that General Grant's term of office will expire on a Sunday, and inquires who will be President in the interval of one day before his successor can be sworn in. We answer that the same contingency has happened before, and that the outgoing President has always been recognized as in office until the new President was qualified. In a great crisis which rendered the lapse of a single day important the new President might be sworn in on a Sunday. There is nothing to prevent this either in the constitution or the provisions of any federal statute. It is a mere matter of convenience and decorum that the oath of a President whose term begins on a Sunday defers taking the oath until the following day.

## PERSONAL INTELLIGENCE.

Rev. A. G. Mercer, of Newport, is residing at the Brevoort House.

The Putnams are going to publish the "Anatomy of the Domestic Cat."

The spelling match excitement is a job; all got up by the publishers of dictionaries.

General Benjamin F. Butler arrived from Washington yesterday at the Fifth Avenue Hotel.

Mr. George W. Carleton is said to have the most fancifully noted up office of any publisher in this city.

Judge Amasa J. Parker, of Albany, arrived in this city last evening and is at the Brevoort House.

M. Westmann, Prince Gortschakoff's alter ego in the Russian Foreign Office, has had a stroke of apoplexy.

Lieutenant Commander Frederick Pearson, United States Navy, is quartered at the Fifth Avenue Hotel.

Messrs. Sidney Bartlett and Richard H. Dana, Jr., of Boston, are among the late arrivals at the Windsor Hotel.

Mr. Lucius Crocker, United States Vice Consul at Panama, will sail for his post to-day in the steamship Acapulco.

Miss Anna Dickinson will repeat on Sunday night her very interesting lecture, "What a Woman Thinks of It."

Mr. Gladstone is writing a new book on marriage, with special reference to the alleged sacramental character of that institution.

Secretary Bristow, who has been complaining for some time of health, left Washington for New York yesterday to consult eminent medical practitioners here.

Secretary Fish left Washington for New York yesterday morning, accompanied by Mrs. Fish and his daughters. No special importance is attached to their movements.

Edward King will commence a series of papers on American cities in the April *Fortnightly*. The first paper will be on Baltimore, which city he calls the Liverpool of America.

Senators Jarvis Lord and William Johnson and Assemblymen James Faulkner, Jr., and F. W. Voburn arrived at the Metropolitan Hotel last evening from Albany.

The company of learned theologians, revising the authorized version of the Bible, lately held their twenty-eighth session in London. They have now got up to Isaiah.

If "high interest means poor security" the French imperialists have but a small chance in the future, as they are now regularly borrowing money to be repaid 1,000 per cent upon the restoration of the Empire.

Kaulbach's literary remains include an extensive correspondence on the subject of his paintings of the Reformation period with Rinke, Olters, Müller and others. The painter's sketch-book diary of his first impression of Munich as seen in 1826 is also included.

Pereire got a little tired of returning the bows of an uncomfortably polite man in his establishment, and finally gave the polite man this conundrum at point blank range—"Sir, what would become of the hours if the minute hand stopped to bow to the second hand every time they met?"

Vice President Henry Wilson arrived at the Grand Central Hotel from Washington yesterday morning, and left in the afternoon for Boston. He will return to Washington about the middle of next week, and after remaining there for a few days will make a visit to New Orleans and Texas.

The chronic "Deacon Jones's Experience" found its way into the show window of a religious publishing house in this city the other day and caused considerable excitement. The chronic and its accompanying poem make no pretensions to piety, and when the head of the firm discovered its whereabouts he was not long in getting it out of the way.

The explanations in regard to the \$1,000 reported to have been paid to Mr. Curtis for his eulogy of Sumner are satisfactory. It was honorable in Mr. Curtis to refuse the money, and the intention of the committee to give him a bust of the great subject of the eulogy, to be paid for with the money declined, was at once delicate and handsome.

The Secretary of the Treasury arrived in this city yesterday evening from Washington and went to the Fifth Avenue Hotel. He was accompanied by ex-Superintendent Architect A. B. Mullett and one or two other personal friends. The visit of the Secretary had nothing of an official character. A consultation with his physician in regard to an affection of the throat was the reason given for this visit to New York, and last evening Mr. Bristow, accompanied by his party, visited the Fifth Avenue Theatre to see the "Big Bonanza."

Bergamo, the city in which Donizetti was born and died, has resolved to remove the bones of the great composer from their extramural place of interment to the Church of St. Maria Maggiore, and deposit them at the base of the magnificent marble monument executed some years ago in his honor by the sculptor Voia. The ceremony will take place next autumn, and many of the most distinguished artists of Italy and other countries will assist at the solemn funeral mass and the succeeding musical festival to be celebrated at Bergamo.

E. P. Dutton & Co., of this city, have for sale a copy of the history of the campaign in Egypt, prepared under the direction of the first Napoleon. The work is out of print, and there are but two other copies in this country. The work was published by the French government, and consists of twenty-two volumes—eight of text, eleven of pictures and three of maps. It is most elaborately gotten up, and cost at time of publication \$200,000. Dutton & Co., however, do not ask more than a quarter of that price.